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NUMBER 98

DECEMBER 1975

***** SEASONS GREETINGS TO ALL MEMBERS FROM THE NEWS TEAM *****

FROM YOUR EDITOR

I regret the delays which have beset NGN since the June issue, delays with distribution/administrational problems badly effected the August issue and it was decided to mail it with the October issue to save postage, however a dispute within the 3 man distribution team led to this being reduced to one man, the printer, who has stated that he can no longer continue to handle the distribution side alone without assistance. To allow time to establish a new team this issue has been produced and distributed from the Yorkshire area hence the lack of a proper heading. We hope that things will return to normal in the New Year and thank members for their continued support and interest during this difficult period.

The troubles mentioned above have also effected the receipt of news items and we apologise for the lack of miniature items in this issue and trust that members will understand.

In conclusion I respectfully draw members attention to the message reproduced below entitled "Your Society & You" and trust that you will give it your best attention and consideration. Thank You!

PRESS DATE:- for NGN 99 is January 1st 1976

** ALL MEMBERS PLEASE READ **

YOUR SOCIETY AND YOU

At the AGM in May it was agreed that for this Society year there would only be three issues of 'The Narrow Gauge' at the same time the membership indicated that when fixing next years subscription rate we should determine a figure such that we could return to the normal rate of four magazines per year. The Committee met in October to discuss the current situation and review future policy. This proved to be rather difficult in view of that inescapable fact of life - inflation. The latest example affecting us being the September Postal increases which mean, in terms of hard cash, that publication mailing costs alone will this year account for 65p out of your last £2.00 subscription, this does not leave much for the publications themselves.

Whilst bearing in mind the comments at the AGM your Committee feel that many members would be unhappy, under present financial conditions, at an increase of 100% or more on the existing subscription rate. Such an amount would actually be necessary to enable us to give you an absolute guarantee on ten publications per year, and this assumes continuation of existing membership plus a further growth rate.

The subscription rate for next year due for payment on 1st April 1976 was therefore fixed at £3.50 (USA \$8.00) and whilst your Committee will do everything possible to ensure a return to the normal rate of publications you will understand that with continued rising costs it will be necessary to review this question later next year.

I trust that I can rely on all of you to give your continued support to the Society over this difficult period.

Ralph Martin
Acting Secretary

SOCIETY TIDINGS

LONDON & SOUTHERN AREA: Hon. Secretary - Peter Lemmey.

September Meeting The 1975/76 season of meetings in London started on September 20th with our annual opportunity for audience participation, the Members' Slides evening. Contributions were even more varied than on previous occasions, and included a short talk on mineral tramways in North Wales, ten-coupled narrow gauge tanks in Bulgaria, the Ffestiniog's continued progress towards Blaenau, vintage Sharp Stewart 2-4-0s in Indonesia, and cine film of 76cms-gauge steam in Austria. Our thanks to those who brought their slides along to the meeting.

October Meeting On 15th October we were treated to a slide show by David Brewer entitled 'Narrow Gauge Miscellany', which covered the recent history of the Welsh preserved lines. We saw first the progress made over recent years on the Tal-y-llyn, the rebuilding of No. 1, and the Nant Gwernol extension. Slides of scenes on the Ffestiniog, Vale of Rheidol, and Welshpool lines followed, including a shot or two of the WLLR's new Hunslet from West Africa. A first-rate show, Dave. Many thanks.

FUTURE MEETINGS - At Caxton Hall, Caxton Street, Westminster, London SW 1.
(Nearest tube: St. James's Park). All members and friends very welcome.

Wednesday 17th December at 7.30 p.m. 'Memories of the Lynton & Barnstaple and Leek & Manifold lines' - an illustrated talk by John Wrottesley, who travelled on and photographed both these railways which are probably two of England's best remembered narrow gauge branches.

Saturday 17th January at 7.00 p.m. 'Steam in Switzerland' by Maurice Billington and Rod Weaver. Cine films and slides portraying the Return to Steam which has taken place in recent Summers on so many of the Swiss narrow gauge lines, together with the remaining steam-worked industrial spurs.

Wednesday 18th February at 7.30 p.m. A talk by lady-enthusiast Audrey Peattie on her various trips to travel on and photograph the narrow gauge, illustrated with slides.
More details of this and future meetings in the next issue of NGN.

YORKSHIRE AREA: Hon. Secretary - Ron Redman, 14a Oliver Hill, Horsforth, Nr. Leeds LS18 4JF.

October Meeting On Friday 3rd October the 1975/76 season began with a 'Members Evening' with slides presented by Messrs. Stephenson, Ockendon, Halton, Green, Redman and Neale, and projecting diverse subjects ranging from the last steamy years at a well known local BR shed and 10 years of British N/G "griceing", through shots of new Hudswell locos and the sugar beet trains of Pithiviers to steam in the USA this year, and shots of the area trip to Llechwedd & Bala for good measure. The show concluded with a little industrial archeology amid the Blaneau slate tips.
'Members Night' is a new venture in Yorkshire and we look forward to seeing more members slides next year.

FUTURE MEETINGS -

Friday 5th December 'East German Narrow Gauge 75' a slide show by "Commisar" Andrew Neale.

Friday 9th January 1976 Area A.G.M. To be followed by a slide show.
Please note altered date of Area A.G.M.

Other dates for your 1976 diary are as follows:- February 6th, March 5th,
April 2nd and May 7th.

Please come along and support your local meetings. All Yorkshire Area meetings are held at Benjamin Gott School, Ridge Road, Armley, Leeds 12 at 7.45 for 8 p.m. start.

Area Secretaries are advised

NEW FILM - 'LAND OF THE LITTLE TRAINS'

The joint Marketing Panel of the Welsh Narrow Gauge Railways are pleased to announce the release of a new publicity film entitled 'Land of the Little Trains'. The film is 16mm optical sound, is in colour and runs for approximately 15 minutes.

As well as showing scenes on the Talyllyn, Welshpool & Llanfair, Vale of Rheidol, Festiniog, Fairbourne, Snowdon, Bala Lake and Llanberis Lake Railways the film also covers the Great Orme Tramway, Llechwedd Slate Caverns and the Cambrian Coast Line of British Rail. The film was produced on behalf of the Panel by Mr. Alan Willmott.

Copies of the film may be hired from the Transport and Travel Film Library, Melbury House, Melbury Terrace, London NW1 6LP, from whom further information may be obtained.

NARROW GAUGE TOURIST TICKET

The Joint Marketing Panel of the Welsh Narrow Gauge Railways of Wales are pleased to announce the introduction of a Seven Day Tourist Ticket as from 16th April 1976. The ticket will be valid on all of the Welsh Narrow Gauge Railways with the exception of the Snowdon Mountain Railway.

Each ticket will give unlimited travel on the Talyllyn (Tywyn), Vale of Rheidol (Aberystwyth), Fairbourne, Welshpool & Llanfair (Llanfair Caereinion), Bala Lake (Llanuwchllyn), Festiniog (Porthmadog) and Llanberis Lake (Llanberis) railways during a seven day period. They will cost £4.50 for adults and £3.00 for children (three to thirteen inclusive), and will be issued from April 16th to September 26th, 1976.

Tickets will be obtainable from offices of the participating Railways and from Tourist Information Centres, British Rail stations and Enquiry Offices of Crosville Motor Services in North and Mid Wales.

CAN - U - HELP

The National Centre for Alternative Technology, Llwyngwern Quarry, Pantperthog, Machynlleth, Powys, wish to obtain "a few tons of 20lb F.B. rail" and would be grateful to any NGRS member who might be able to assist in locating some.

Offers of help to Mr. Des Rees at the above address.

THE OLD COMPANIES

Festiniog Railway

Gauge 1' 11½"

The Gelliwiog shuttle loco and coach spent most of June in the works, returning to service at the beginning of July in a considerably improved and more reliable condition. After various experiments it was found expedient for the loco and coach to travel to Ddualt in the formation of the first train up, and to return to Boston Lodge under its own power at about 17.30 from Ddualt. The shuttle service has proved reasonably successful, carrying over 10,000 people up to August Bank Holiday, but support varies from day to day.

On Friday 25th July, Her Royal Highness Princess Margaret, Lord Linley and Lady Sarah Armstrong-Jones visited the railway. The party joined the Royal train ("Blanche", coaches 14, 105 and 100) at Minffordd at 10.25; the train ran, with stops at Rhiw Goch, to pass a down service train, and at Tan-y-Bwlch, to Tunnel Cutting South, to which point the permanent head of steel had been extended especially for the occasion. Following an examination of the works in hand the party returned on the train to Ddualt, where the three coaches were attached to the rear of the 12.17 down service train. The Royal Party left the train at Tan-y-Bwlch.

The boring of the new tunnel has started on schedule. The first blow took place on Saturday morning, 30th August, in the presence of a camera team from B.B.C. Television's "Blue Peter". The drilling was a little above floor level and was highly successful in that it shattered rock without doing anything to lengthen the cutting! Since then progress has been quite rapid, over 30 metres being completed in the first month. A battery mines locomotive (details are:- Wingrove 5537) has been provided for the tunnel works by Alan Keef; a shed and charging point are provided at Tan-y-Bwlch.

Tan-y-Grisiau to Glan-y-Pwll Section

The old track between Barlwyd bridge and Dolrhedyn gap has been lifted completely. New track and sleepers, but no ballast, have been laid for all but the last 100 yards to Dolrhedyn.

Ten Isle of Man Railway coach underframes arrived at Minffordd early in the year; it is intended that in time these should form the basis for the back-to-Blaenau sets. One of these underframes has now been laid out at Boston Lodge for design assessment and removal of superficial corrosion.

LOCO NEWS

The four working locomotives kept the peak train service going well, urged on by a fuel of which about 32% is now waste lubricating oil. This represents a big cash saving, as the cost of recovery from the highly selective sources used is only 25% of the cost of new oil.

Princess

This locomotive has been removed from Blaenau Ffestiniog. It was reported as going to Shildon for the Railway Celebrations. According to the Cambrian News, its disappearance has caused keen disappointment. It may not return as the noise of children playing on the locomotive has disturbed the neighbouring hotel.

Mountaineer

The new boiler ordered from Dodman & Co., of Kings Lynn has had to be cancelled due to the firm going out of business. Further sources of supply including Boston Lodge manufacture are being investigated and it was hoped that subject to successful boiler inspection during autumn the present boiler would last the 1976 season.

(Roy Cunningham, for FRS, Piers)

(Morgan & FR Mag)

QUEENS PIER TRAMWAY, Ramsey, Isle of Man.Gauge 3' 0"

The tramway closed for good on September 28th, as the pier girders and decking are in an unsafe condition. The service this year has been operated by the "Y" type Hibberd 2027/37, as the Wickham, 5763, was used during the demolition of the I o M R's lines in the Ramsey area during which period dire misfortune struck the Wickham's motor. The loco remains at the Manx Electric's workshops being overhauled.

(Alistair Parsons, 10/75)

TAL-Y-LLYN RAILWAYGauge 2' 3"

Work has resumed on loco No. 7 IRISH PETE after a year in store.

A further new bogie coach, No. 23, entered service on March 29th, and after 5 years on the Wharf ex Bowaters bogie flat wagon 439 has been regauged to become T.R. No. 37.

At Nant Gwernol large amounts of rock have been blasted out and the retaining wall has been built up to provide a site for the terminal station. The wall has been raised mainly with slate slabs from the old cutting sheds on the Cantrybedd level of the old Bryn Eglwys slate quarry, two inclines above the site and conveyed to site by road and rail.

(Llanfair Railway Journal 57)

VALE OF RHEIDOL RAILWAYGauge 1' 11 1/2"

At the Vale of Rheidol Railway Supporters Association, A.G.M. at Aberystwyth on September 6th it was announced that all three locomotives were to receive major overhauls and new boilers over the next three years and that loco No. 7 (now at Swindon) would be the first to be dealt with.

It was also stated that ticket returns to that date indicated that traffic had already exceeded 160,000 passenger journeys.

(Cliff Barratt)

WELSHPOOL & LLANFAIR LT RAILWAYGauge 2' 6"

The Sierra Leone stock arrived 7/8/75 and includes, Hunslet 2-6-2T No. 85 and coaches 1040, 1048, 1066 & 1207, the latter being 1st class and has the luxury of Blue tinted window glass, it needs new seats however and will have to be overhauled before entering service. The coaches were placed on W & L metals on August 8th at Castle Caerenion and gently worked to Llanfair for inspection by Drewry diesel No. 7, the cars were then washed and fumigated.

Hunslet No. 85, which was unloaded on the day of arrival was steamed on August 10th for trials, it was found to be somewhat leaky but after attention managed to make several runs to Cyfronydd with its African companions over August Bank Holiday, these runs being attempted after public services had finished for the day.

Without the arrival of the "Safari Set" the line has had a very good season, by mid August traffic was up 14% and on several occasions there was a distinct lack of carrying capacity with every available vehicle in service.

THE EARL, failed again on July 27th with a broken spring hanger and the train had to be rescued from Castle by diesel No. 7 CHATTENDEN.

Another minor annoyance to services was caused by the Pussy Bridge near Sylfean after an inspection on August 16th revealed the possibility of a serious defect. The first train the following day being turned round at Castle Caereinion until a work gang completed shoring up the ailing structure.

Work on loco No. 6 MONARCH was almost complete by mid-August when the painters were in command. This engine has been nominated for intensive use next season and will be in pristine condition.

JOAN, No. 12 continues to receive attention during its steady rebuild and the new front buffer beam is now in place.

SIR DREFALDWIN has worked quite well during the season despite a steam blow in the smokebox.

Work plans for winter include repainting SKGLB saloon B24, and coach 204, two Sierra Leone cars are to be refurbished and it is hoped that the long awaited overhaul of the now somewhat cannibalised loco, No. 2 THE COUNTESS, may commence.

Maintenance in hand during the year has included the continuing overhaul of Ziller coach B14 and retimbering of Trecwn van 211. Bogie flat 32 is being rebuilt with ends one plank high for use as a ballast wagon.

One siding of the new Tanllan sidings was completed early in August and now stables the four S.L.R. coaches, a point for a second road was laid in at the same time.

(Llanfair Railway Journal 57)

PLEASURE LINES

Compiled by Hon. Records Officer, Pete Briddon, 44 Earl Marshall Road, Sheffield S4 8LB.

BALA LAKE RAILWAY (Rheillffordd Llyn Tegid) Llanuwchllyn, nr. Bala. Gauge 1' 11½"

Hunslet Quarry Tank "Maid Marion" has seen regular weekend use during the summer, and was last due to be steamed on the 18th October for the occasion of the Maid Marion Locomotive Fund's A.G.M. Weekday running has been entirely in the hands of Severn Lamb BoBo "Meirionydd".

Operation to the new temporary terminus called "Pant-yr-Hen-Felin" has been made easier by the provision initially of a temporary siding to enable the coaches to be pushed passed the loco: fortunately burly passengers volunteered to help! During mid July the siding was extended into a loop, but this was removed during mid-September preparatory to extending the line toward Bala. For the last few weeks of the service, a "push-pull" service was operated over the Pant-yr-Hen-Felin to Langower section, returning trains running round at Llangower.

Tracklaying restarted on October 6th and 450 yards were put down during the first ten days. Services next year will operate as far as Pen-y-Bont, some 1½ miles farther, and in view of the increased distance a two train service is planned, crossing at Langower. Here a second platform is planned, and with the improved picnicking facilities and toilets being provided by Gwynedd C.C. should make Llangower a very important station.

(George Barnes 10/75)

BROMYARD & LINTON LT RAILWAY

Mr. C.G. Morris, Bromyard, Herefordshire.

Gauge 2'

(NGN 91/8)

Latest arrivals are three Rustons from the Amalgamated Roadstone Corporation, Penlee Quarries, Cornwall. All are without worksplates and are to be stripped for spare parts.

The Bromyard, yard trackage has been lifted for sometime, to allow road access to various projects in the yard, relaying has recently commenced.

(J.E. Tennent 9/75)

LLANBERIS LAKE RAILWAY (Rheillffordd Lyn Llanberis) Gwynedd.

Gauge 1' 11½"

The ex-Oakeley petrol railcar has been sold, as 20hp Simplex 21513 being treated as a "run-about". Another departure is the ex-Dinorwic Ruston, 277265 "Charelfawr", latterly RLL No. 14, having been exchanged with Alan Keef for 60.S. Simplex 11177, formerly Reed & Mallik MS40.

Outside the RLL works at the end of September were two plateless Rustons, a 20DL numbered 2 (and presumed to be 235711 of P.D. Nicholson's) and a 20hp in cream and orange livery. (Identity welcomed, HLRO)

(Stan Robinson, Alan Keef and A. Salter-Lane 10/75)

WEY VALLEY LIGHT RAILWAY, Farnham, Surrey.

Gauge 2'

(NGN 88/9)

The WVLR made its regular appearance to the Farnham Town Show at the end of August, utilizing the "Wickham-Lister-Hayter", former target trolley Wickham 3031. The loco, vaguely reminiscent of the TR's erstwhile Mercury tractor, has a Petter engine and Lister gearbox, air brakes, canopy and "kiddy seat". Livery is red with wasp stripes on the front.

Plans are now being laid for a further rebuild, this time to end up with an "s.g." pattern Wickham from a target trolley.

(Mike Hayter 10/75)

PRESERVED LOCOMOTIVESLINES AND ARTIFACTSAMALGAMATED ROADSTONE CORPORATION, Penlee Quarries, Cornwall.

Gauge 2'

"Penlee" the somewhat battered O-4-OWT was still present in July, though rumour has had it that it had been moved to Babbacombe Beach, Devon, where a loco is reported as preserved on a plinth. The builder of "Penlee" has always been in some doubt - Arthur Koppel and Orenstein & Koppel have been past favourites, recent proposals are that the loco is actually a Krauss. (Can someone settle this once and for all? HLRO)

(Andrew Neale 10/75)

PETER & STEPHANIE BRIDDON, c/o Long Eaton Light Railway, West Park, Gauge 2'
Long Eaton, Derbyshire.

The NGRS H.L.R.O. and his wife have jointly acquired Hibberd type "39" No. 2544/42, from Alan Keef. The loco arrived in semi-dismantled condition on 22nd October; plans to sell it to Meirion Mill (NGN 94/6) having fallen through, MR 21282 going instead (NGN 96). In the meantime the Planet has lost its motor - it is hoped to acquire a replacement in due course but until then restoration is planned as a static exhibit.

(H.L.R.O.)

M.A.G. JACOB, c/o Brockham Museum & Alan Keef Gauges various

Some of Mike's growing collection of "Ever Ready" locos have been moved during the last few months. On October 22nd, Wingrove 0-4-BE 1289, type W217, "Little George" of Beeston Boiler Co. (2'1" gauge) and the Spondon built 4wBE of 2ft gauge from C.E.G.B. Spondon were collected, staying at Alan Keef's until re-delivery onto Brockham Museum on the 24th October. Mike is also believed to be owner of Wingrove 551/1924, the 18" gauge loco which has lain out of use at John Player & Son (1964) Ltd., Clydach-on-Tawe, Mid. Glam., until collected during September by Alan Keef.

(Alan Keef and HLR0 10/75)

JOHN CROSSKEYS, c/o Brockham Museum, nr. Dorking, Surrey. Gauge 2'
(NGN 94/8)

Both of John's ex Maenofferen locos, Ruston 174535 and Motor Rail 20073, have arrived separately at Brockham, the Ruston during October. John has also acquired and transported to Brockham, Motor Rail 5713, which was originally acquired by Andrew Wilson from BSC Stanton Ironworks during 1972, and stored since then by a firm near Nottingham.

(Alan Keef 10/75; Andrew Wilson 9/75)

H. FRAMPTON-JONES, c/o South Eastern Steam Centre, Ashford, Kent. Gauge 2'

Motor Rail 22070 (type 40.S) which has been a Cote resident for some years following overhaul, has left for Ashford, where there have been plans for a short 2ft gauge line. Mr. Frampton-Jones has now acquired Ruston 277265, the 30DL formerly No. 4 "Charelfawr" of the Llanberis Lake, from Alan Keef.

(Alan Keef 10/75)

C. JESSETT, Tinkers Park, Hadlow Down, Suffolk. Gauge 2'

The line here was in operation during a recent traction engine rally, motive power however was not the expected Simplex but a 4-cylinder Ruston. (Identity of this loco, presumably a 48DL or 44/48 welcomed. HLR0)

(Mike Hayter 10/75)

R.P. MORRIS, c/o Brockham Museum, nr. Dorking, Surrey Gauge 2'

Latest of Rich's motive power to arrive at Brockham is the two Wickham's 3403 and 3404, stored previously in the yard of Jack Gevertz Ltd., Aythorpe Roding, Essex. These are not the usual target trolleys but fully-fledged vehicles being a n.g. version of the conventional s.g. Wickham. Only 3403 is powered, however, 3404 being a non-powered trailer.

(Alan Keef 10/75)

NORTHAMPTONSHIRE IRONSTONE RAILWAY TRUST, Hunsbury Hill Site. Gauges 2' and metre.
(NGN 93/11)

In the locked compound are stored on various lengths of track:-

No. 86 0-6-OST Peckett 1871/1934 (ex John Billowes, Kettering)

No. 87 0-6-OST Peckett 2029/1942 (ex F.G. Cann, Finedon)

4wD Motor Rail 8969

4wD Motor Rail 9711

4wD Motor Rail 8731

4wPet Lister 14006

(all three Simplexes are ex Mixconcrete Aggregates, Earls Barton Pits. HLR0)

(S.C. Robinson & F. Pugh 10/75)

R. PEARMAN, c/o C. & D. Lawson, Notts. Gauge 2' 6"

Robin's ex Bishopton Simplex 3849, left its home in a garage in Letchworth earlier this year and now resides with the Lawson's Ruston locos in private store.

(Cliff Lawson 5/75)

NARROW GAUGE IN INDUSTRY

Compiled by Hon. Records Officer, Pete Briddon, 144 Earl Marshall Road,
Sheffield, S4 8LB.

CUMBERLAND MOSS LITTER CO. LTD., Kirkbride, Cumbria

Gauge 2'

A visit during September found 5 simplexes in use, Motor Rails 8884, 8863, 8627 (No. 3), 8586 and 7463, with additionally MR 9231 out of use, and the two borrowed locos, Ruston 192887 (J.J. Bickerstaffe) and the unidentified Orenstein & Koppel (J. & W. Gardner) were out of use, presumably pending return. Locomotives definitely known to have been scrapped following the fire are L29890, L34521, MR 21615 and additionally the frame of MR 3694 (ex Shap Granite) had gone for scrap.

(Stan Robinson 10/75)

JACK GEVERTZ LTD., Aythorpe Roding, Essex.

Gauge 2'

Following the departure of the two Wickhams of Rich Morris's, Gevertz has kept itself in NGRS records by acquiring two 44/48 Rustons from Ministry of Defence, Dinton Depot, Wilts. The locos concerned are as usual in first class order, and are AMW 193 (Ruston 200513) and AMW 202 (Ruston 200800), both of 1940.

(Alan Keef 10/75)

ALAN M. KEEF, Cote Farm, Bampton, Oxon.

Gauges various

Moves during the recent weeks have included:-

Wingrove 5537 sold to Festiniog Railway for tunnel works.

Motor Rail 11311 on hire at the Dartford Sewage contract.

Motor Rail 8729, ex C.F. Rawlinson Ltd., Skegness, in for rebuilding.

And to keep the record straight:-

OUT MR 11177 to RLL

FH 2544 to Long Eaton.

IN Wingrove 551

Motor Rail 8696, former Southgate Bottle Co., loco, has now been re-engined with a Deutz power unit - MR 8729 will get the same treatment in due course.

The three ex-Haunchwood Lewis locos mentioned in NGN 97 had still to be collected, one having already been sold after overhaul.

(Alan Keef 9 and 10/75)

LLOYDS SPAR QUARRIES (MOLD) LTD.

Gauge 2'

There are two mines at Hendre and at Cefn Cilcain. The former is a non-loco worked site as the mining area is too far in. Previously the site was hand worked and the material winched to the surface. A second level is being constructed but it will be a long time before a loco can be expected here. The new Wingrove purchased for the loco-worked mine is O-4-OBE WR N7661/74, a type WR 5L

(Stan Robinson & Eric Hackett 10/75)

M.E. ENGINEERING LTD., Cricklewood, London.

Gauge 2'

Lister 36745, the ex Rich Morris loco, has been regauged to 3ft and sold to Container Refurbishing Co. Ltd., Newry, N.Ireland. An addition to the loco stock some months ago was MR 8614/41, ex C. Foster, Blanchland, Co. Durham, having been acquired via Narrow Gauge Enterprises partnership.

(Bob Darvill 10/75 and A. Salter-Lane)

RICHARDSONS MOSS LITTER CO. LTD., Solway Moss Works, Cumbria.

Gauge 2' 6"

Motor Rails 21619, 5879 and 26014 were in use on the moss, with Hibberds 2408 spare and 1985 dismantled. All locos now in yellow.

Nutberry Works

Gauge 2'

On the moss the rebuilt Ruston locomotive and Hibberd 3756/55 were at work. The Ruston is basically 174532, having gained a set of Hunslet wheels from 2654 and a Lister motor. Rustons 452280 (LB), and 20DL's 222089, 236541 and 273525 (all three ex Lancashire Moss Litters closed works at Horwich Moss) were off the rails, out of use. The frame of Hunslet 2654, property of Rich Morris, still languishes. (Where has HE 2536 got to? HLRO)

(Dave Holroyde 10/75)

ROYAL ORDNANCE FACTORY, Bishopton, Renf's.

Gauge 2' 6"

Recent disposals, mainly for scrap, is understood to have reduced the Wingrove population to 3. Latest disposals included locos 6, 8, 9, 10, 24, 21, 37, 30, 16, 31, 23, 18, 14, 27. Many recent departures have ended up at Motherwell Machinery and Scrap.

(Stan Robinson 10/75)

SCOTTISH AGRICULTURAL INDUSTRIES LTD., Bolton Fell Mill, Cumbria. Gauge 2'
(f. Boothby Peat Co. Ltd)

Locos in use at the end of September included Motor Rails 8655, 5342, 9215 and Listers 37366 and 52726. Motor Rail 8825 and Ruston 277273 were spare, Lister Blackstone 55730 was under repair and Motor Rails 8637 and 8819 were dismantled by the loco shed.

(Dave Holroyde 10/75)

SEVERN TRENT WATER AUTHORITY

Newstead Sewage Works, Stoke-on-Trent.

Gauge 2'

Listers 39005 and 26288 were in use, but it was expected that they would be replaced by Motor Rails, one from Caerleon and possibly one from Minworth.

Burslem Works, Stoke-on-Trent

Gauge 2'

A similar situation here with Lister 3908 in use but expected to be usurped by a Simplex.

(Dave Holroyde 10/75)

CONTRACTORS NEWS

TYNE TEES TUNNELLING, Kielder Water Scheme, Rogerley, Co. Durham. Gauge 600 mm
(Grid Ref: 012375)

The first three Swiss BE locos arrived on 28/8/75, and the remainder had arrived by the end of September. The locos are manufactured by SIG (Schweizerische Industrie Gesellschaft, Neunhausen am Rheinfell) and are of two versions, 100 hp and 70 hp, referred to as types AIS100 and ETB 70.

Type ETB70, 4wBE, 70 hp:- SIG 705 417/75

SIG 705 418/75

Type AIS100, 4wBE, 100 hp:- SIG 705 706/75

SIG 705 707/75

SIG 705 708/75

SIG 705 709/75

All wagons in use on the contract have been constructed by Mulhauser, including bogie cement wagons with cylindrical bodies, and DEMAG Tunnelling machines.

(Dave Holroyde 9 & 10/75)

AROUND A NARROW GAUGE WORLD

Compiled by Hon. Overseas Records Officer:

Jim Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, Staffs, ST9 9HS.

JUGOSLAVIA

Jugoslavian Railways (J.Z.)

Sarajevo (Alipasin Most) - Visegrad section

Gauge 76 cms

NGN 92 recorded the closure of the section of the line eastward from Visegrad to Titovo Uzice recent reports from Yugoslavia indicate that the surviving 132 Km section from Sarajevo to Visegrad together with the branches to Miljevina and Priboj still sees a fair amount of steam working, particularly around Visegrad and along the branch lines. The 83 class 0-8-2s of course predominate, but several of the impressive 2-8-2s of class 85 are still about as well.

(Peter Lemmey)

ZAIRE

The railways of Zaïre (former Belgian Congo) were amalgamated on 2nd December 1974 into the Société Nationale des Chemins de fer Zairois (SNCZ). The new organisation controls 5,228 Km on four different gauges, in five isolated sections. 858 Km are electrified at 25 Kv: there are 56 electric locos, 124 mainline diesel locos, 123 diesel shunters, 8274 wagons, 730 passenger coaches and 29,000 railwaymen.

The systems involved are (1) Kinshasha-Dilolo-Lubumbashi (formerly Katanga-Dilolo-Leopoldville) which does not reach Kinshasha (Leopoldville) but does connect with both Zambia and the Benguela Railway, and comprises 2620 Km of 3' 6" gauge. (2) The Vicinal Railways, up in the north-east of the country, 1021 Km of 600 mm gauge. (3) Various railways administered by the "Office des chemins de fer des Grands Lacs" but widely separated, namely (a) the Grands Lacs railway itself, 960 Km of 3' 6" gauge from Kindu and Kalemie (Albertville) to a junction with the KDL, and an isolated 125 Km of metre-gauge from Ubundu (Ponthierville) to Kisangani (Stanleyville); (b) 366 Km of 3' 6" gauge from Kinshasha (Leopoldville) westwards to Matadi; (c) 136 Km of 615 mm gauge from Boma to Tshela.

There are plans to build an extension of the Kinshasha-Matadi line to the sea at Banana, connecting on the way with the Boma-Tshela line which may be widened to 3' 6" gauge - work on this extension is to begin shortly - and to link Kinshasha with the Katanga network and the rest of southern Africa, as well as a connection from Kindu to the isolated metre-gauge (also to be widened to 3' 6") at Ubundu; if carried out these plans will connect all the railways of the country together, apart from the 600 mm gauge Vicinal lines.

(Keith Stretch & "La Vie du Rail")

SIERRA LEONE

SIERRA LEONE RAILWAY (NGN 94-15)

Gauge 2' 6"

The official "LAST TRAIN" ran on November 17th 1974 and was worked by 4-8-2 + 2-8-4 Beyer Garratt No. 73 (BP 7717 of 1956), hauling the stock since sold to the Welshpool & Llanfair, the run covering the 20 mile section between Freetown and Waterloo.

In April the last remaining sections awaiting lifting were Freetown Harbour - Cline Town (2 miles) and the Songo-Bauya-Moyamba portion. Garratt No. 64 4-8-2 + 2-8-4 (BP 7708/55), Hunslet 2-6-2T No. 81 and two Hudswell-Clarke 2-8-2 diesels had been left at Bauja. While at Freetown, Hunslet 2-6-2T No. 85 and Hudswell 0-8-0 diesel shunters 105 and 107 were at Fisher Lane depot.

(Llanfair Railway Journal 56)

AUSTRALIA

WALHALLA & THOMPSON RIVER STEAM TRAMWAY, WALHALLA, VICTORIA

Gauge 2' 6"

This 2½ mile tourist railway follows the course of the former 2' 6" gauge Moe-Walhalla section of the Victorian Government Railways which closed in stages between 1944-1954.

The new line opened in March 1974 is worked by a 2-4-2ST rebuilt at Walhalla from Couillet 0-4-OT, 861 of 1886 ex West Melbourne Gas Works.

Other rolling stock includes a bush tramway Fordson rail tractor and eleven bogie goods wagons.

The line's operators also run the Moe to Walhalla bus service and Walhalla's only store!

(Llanfair Railway Journal 56)

ZIG ZAG RAILWAY CO-OPERATIVE LTD., Lithgow, New South Wales.

Gauge 3' 6"

This outfit is building a line on the site of the old S/G Lithgow Zig Zag abandoned by the New South Wales Government Railway in 1910. Tracklaying began in November 1974 and it was planned to open in 1975.

Locomotives include a 1953 Garratt from South Australian Railways, a "McArthur" 2-8-2 Baldwin of 1943 from Queensland and three 4-6-4 tanks of 1948-52 also from Queensland Government Railways. (Loco details welcomed, Ed)

(Llanfair Railway Journal 56)

BELMONT COMMON RAILWAY, (Geelong Steam Preservation Society).

Gauge 3' 6"

This short line is worked by Vulcan (U.S.A.) 06OST No. 4 of 1916 and Hudswell Clarke 0-4-2ST No. 6 (646 of 03) both ex Australian Portland Cement Co., Fyansford.

A.P.C.'s Australian Standard Garratt No. 3 is to come to Geelong on loan from the Australian Railway Historical Society for steaming on special occasions. This engine was ASG 33 and was erected by the Victorian Railways Newport Shops in 8/1945.

(Llanfair Railway Journal 56)
(and Editor)

PORTUGAL

C.P. (State Railway)

Gauge 1 metre

The Aveiro-Viseu line reopened on June 1st with all trains on the timetable being worked by diesel railcars. It will be remembered that this line was closed in November 1972 after a huge forest fire was blamed on sparks from a steam locomotive. The closure was later confirmed as final by C.P. Authorities (NGN 87) but they, or their successors seem to have relented.

(J.R. Brooks 7/75)

SPAIN (May 1975)General

Both steam traction and narrow gauge railways are on the way out in Spain, and much of our time was spent in chasing up railways to confirm that they no longer existed. Highlights of the tour were as follows:-

Minas de UtrillasGauge 60 cm

A real surprise here, a 60cm roundhouse with nine locomotives in it - dead alas and with no hope of ever working again at this location as all the track has been lifted.

1. HULLA	O-4-OT	OK	1166	22. MONTALBAN	O-4-OT	AK/OK
2. LIGNITU	O-4-OT	AK		21. UTRILLAS	O-4-OT	OK
3. TURBA	O-4-OT	OK		31.	O-4-OT	Hen 16032/1918
4. ANTRACITA	O-4-OT	AK		32.	O-4-OT	Hen 16047/1918
11. ESCHUCHA	O-4-OST	BH	748/1884			

F.C. Reus - SalouMetre Gauge

Still runs beside the main road over quite incredible track - rail length seems to be about 15ft and every joint has dropped! Regular services operated by the two Billard railcars, but they still have a rake of Falcon coaches in the shed at Reus and a complete Falcon O-6-2T hidden in another shed behind an assortment of wickerwork screens and derelict motorcycles. Two more of the locos are preserved on plinths.

2	O-4-OT	FE (?)	On plinth outside Noah's Ark Hotel, Salou.
4	O-6-2T	BE 281/1899	In shed at Reus
5	O-4-OT	FE 118/1886	On plinth in new playground on site of old MZA Lerida branch terminus at Reus with a Falcon coach.

No. 2 is interesting as it is a "defrocked" tram loco with inside cylinders and Joy's valve gear. Confirmation of its identity would be welcome.

FC Aznalcollar - Guadalquivir, SevilleGauge 985 mm

Not quite too late here - the scrappers were still at work! A few wagons and some track left at the depot at Camas, with three locos in shed:

4wDM	Deutz	58224/1968	
4wDM	Deutz	58225/1968	
O-6-ODH	CAF/Batignolles	1/1959	

The gauge checked both on track set in concrete and on the wheels of the CAF diesel standing on the same track, is definitely 985 mm and not Metre as previously recorded. One could not help reflecting that for sheer waste the apparently imminent scrapping of two 1968 diesels beats even British Rail's efforts in this direction!

(Rod Weaver & Maurice Billington)

FRANCECFR Dunieres - St. AgreveMetre gauge

A real mystery here - nobody, not even on the Vivarais at the other end of the old CFV system, knows what it happening and letters seeking information are unanswered. No 1975 timetables were seen anywhere, yet sometime between 8.30 a.m. on 24th May 1975 and 1.30 p.m. on the following day O-6-ODM No. 62 ran over the line, and was seen standing outside the shed at Dunieres on the latter date. Also at Dunieres, and restored very well indeed, was articulated Billard railcar 222, while a steam loco was locked away in another shed. At Tence however, all was a scene of dereliction with railcars 202, 206 and 313 outside and other items in the sheds. Will the real CFR please stand up?

(Rod Weaver & Maurice Billington)

CHEMIN DE FER DE LA BAIE DE LA SOMMEMetre gauge

Though the details of services given on pages 17/18 of NGN 95 were based on official information, last-minute "technical difficulties" (probably "legal difficulties" would be a better description) have prevented operation of all but the Noyelles to St. Valery section; this portion belongs to the SNCF, whereas the rest belongs to the local authority. As however, standard-gauge goods trains are operated on this portion during the week, the CFBS operation has had to be restricted to weekends.

The revised 1975 timetable is as follows:-

St. Valery	15.00	(dep)	Noyelles	15.30	(arrive)
Noyelles	15.40	(dep)	St. Valery	16.10	(arrive)
St. Valery	17.00	(dep)	Noyelles	17.30	(arrive)
Noyelles	17.40	(dep)	St. Valery	18.10	(arrive)

(R. Maund & Keith Stretch)

THE U.S.A.

PINE CREEK RAILROAD, ALLLAIRE STATE PARK, FARMINGDALE, NEW JERSEY.

Years of patient negotiation reach fruition recently when Pine Creek took delivery of equipment from the Quincy & Torch Lake R.R. at Ripley, Michigan.

The Q & T.L., a 3'0" gauge mining road was operated by the Quincy Mining Company until 1945. Locomotives were then stored in the engine house, and the rolling stock left in the open. An excellent illustrated article on the equipment appeared in "Finelines" a few years back.

Our member Don Newman, Director of the N.J. Museum of Transportation which operates Pine Creek, finally succeeded in obtaining a 30 year lease on outside frame 2-8-0 No. 6 (BLW 38920/1912) and the Russell wedge type snow plough, and these were loaded in June for the long rail haul to New Jersey.

The stock arrived at the Jersey Central siding near Farmingdale on July 10th, the snow plough on a flat car, 6 and its tender in an open gondola, and a second gondola loaded with spares, wagon frames and trucks. Ely-Thomas Shay 6 was steamed up on July 11th, and the Pine Creek team assembled for a hot, sticky and often frustrating days work.

The tender was first winched onto "Long Andy's" truck and hauled the four miles to Pine Creek where the unloading ramp had been prepared. Then the trouble started! Plymouth 4wd 5 derailed all wheels at the foot of the ramp, and rerailing and track repairs caused two hours delay. The tender has a wooden frame which was badly damaged when the cut was "humped" during the journey. The rear beam had dropped down at one end, and the leading truck had burst up through the floor. Offloading was carried out very carefully, and the Shay hauled the tender to the shops.

The truck returned to the siding for the locomotive, started to winch it from the gondola but the cable broke and had to be replaced. The operation then went smoothly until gravity took over with the 2-8-0 almost on the truck, which sloped down towards the tractor unit. The restraining chain attached to the rear of the loco parted! We all had a vision of disaster, but chocks were ready and thrust under the wheels to stop the loco in exactly the right place!

The rest of the day was uneventful. The truck carrying No. 6, with a telephone company man on the pilot carrying a pole to fend off low wires, followed by a long stream of traffic (it was now around five p.m.) moved slowly through Farmingdale Main Street, then through the woods to Pine Creek. "Long Andy" lined up the truck rails with the unloading ramp at the first attempt, the Shay eased up the ramp, coupled up, and with hardly a sound from her stack pulled the new arrival onto the ramp and down onto level track. Final success was marked by loud applause, almost drowned by the wail of the Shay's whistle and the clang of its tumbling bell. The snow plough had to be left until the following day, but all the stock is now at the works and a target date of 1977 has been set for operating No. 6.

The arrival of this locomotive ensures adequate power on the Pine Creek R.R. into the future, and the museum have therefore advertised two Vulcan Iron Works O-4-OST locomotives for disposal. Much of the traffic this year is handled by 26 2-6-2 BLW 53796/1920, which entered service in early July and looks a treat in its lined black livery.

(M. Swift with acknowledgements to Don Newman)

EAST BROAD TOP RAILROAD & COAL CO.

Gauge 3' 0"

Unlike many tourist lines in the U.S., the E.B.T. remains almost exactly as it was in its heyday, and being situated in a lightly populated part of central Pennsylvania is not overwhelmed by tourists. The line has a very long history, going back to 1872, and operated as a common carrier until 1956, mainly to connect coal mines with the P.R.R. at Mount Union. Passenger operations started again in 1960, and the line now carries 35 - 40,000 passengers a year.

The headquarters is at Rockhill Furnace, a village adjacent to Orbisonia, where there is a fine two storey station, eight stall roundhouse and very extensive workshops of wood painted "barn red" crowned by a pair of tall chimneys which feature prominently in photographs. A wye for turning trains and a coaling hopper complete the scene.

Services run north for $5\frac{1}{2}$ miles to Colgate Grove where there is another wye, and a picnic site, but most of the remainder of the system is still intact, and has an air of dereliction only paralleled by the F.R. in the early 1950's. The landscape is in many ways similar to parts of Wales, with tree covered hills and pastoral valleys.

At Mount Union the yards, coal washing plant and row after row of coal hoppers are completely covered with trees and dense undergrowth after 19 years of disuse. The loco shed here housed two standard gauge 0-6-0's to work the interchange sidings. No. 6 was sold about March to the Whitewater Valley R.R. in Indiana, and No. 3 was inspected by a group from the proposed Mass. Central R.R. on August 16th.

On the same day 14, a slide valve 2-8-2 (BLW 38625/1912) was working and identical locos 12 MILLIE (BLW 37325/1911) and 15 (BLW 41196/1914) on shed, the latter being retubed. The three superheated piston valve 2-8-2's, 16, 17 and 18 (BLW 43562/1918, 48075/1918 and 53541/1920) were also on shed, but are no longer in operating condition. The roster is completed by M1 a very solid gas-electric combine railcar built in the E.B.T. shops in 1926, and M3 a small gas engined inspection car also built by the E.B.T. about 1928.

Trains are usually made up of five coaches, including two from the Boston, Revere Beach & Lynn R.R., brought up at the rear by the ornate business car "ORBISONIA" complete with gold painted wrought iron end balconies. The stock livery is dark green with the name above the windows in the approved style.

The whole impression is of a relaxed but businesslike American shortline and a few hours spent absorbing its incredible atmosphere is really rewarding to the visiting narrow gauger.

(Mike Swift)

EDAVILLE RAILROAD, SOUTH CARVER, MASS.

Gauge 2' 0"

The Edaville Railroad was probably the first attempt to construct a tourist line from scratch, a venture widely duplicated in recent years. Ellis D. Attwood constructed the present route during 1945-47, using equipment salvaged from 2'0" gauge lines in Maine. After thirty years operation, the line still retains its original character as a typical American two footer, with smartly turned out locomotives and many original cars with the former owners name painted inside.

The line follows a $5\frac{1}{2}$ mile circuit taking 30 minutes from the main station, a large wooden building with a ground level brick platform outside. A water tower stands off the platform end, and a turntable, single road loco shed, two road workshop, and numerous sidings complete the scene.

The route mainly follows the edge of a large reservoir serving the cranberry bogs, and automatic colour light signals control traffic when several trains are operated. The following locomotives operate the line:-

*3	0-4-4T	VIW	/1912	} ex Monson R.R., Maine. 1946
'4	0-4-4T	VIW	/1918	
5	0-4-4T	Porter	/1911	
7	2-4-4T	BLW	40864/1913	} ex Revere Sugar Plantation, La.
'8	2-4-4T	BLW	57659/1924	
'16	4wDM	Plymouth		} ex Bridgeton & Harrison R.R., Maine (1941)
'	4wDM	Plymouth		

* Operating. ' On shed. Other locos not seen during visit.

Other locomotives are on static display, and the museum includes the delightful Sandy River & Rangeley Lakes R.R. Parlor Car Rangeley. This is an incredible car with lavish furnishings in superb condition throughout. The collection of models and relics is equally fine.

3' 4 $\frac{1}{2}$ "	-	O-4-OCA	BLW	4065/1877	ex Plymouth Cordage Co., Plymouth, Mass.
	-	O-4-OCA	BLW	57555/1923	ex Plymouth Cordage Co. ?
3' 0"	"6"	2-6-0	Davenport	741/1907	ex Godchaux Sugars Inc., Reserve, La. c.1/1959
		(Rebuilt 1947 from O-4-4T)			
	2	2-8-0	Porter	4274/1909	ex Argent Lumber Co., Hardeeville, S.Ca. 1/1960
	2	O-4-OST	?	?	ex Sullivan Coal Trail Co., 5/57
2' 6"	12	2-8-0	BLW	/1910	ex F.C. Mexicano c.1959
	8	O-4-OST	Porter	6917/1924	ex International Smelting
	10	O-4-OST	Porter	6975/1925	& Refining Co., Perth Amboy, N.J.
	11	O-4-OST	Porter	6976/1925	
60 cm	WEIMAR	O-4-OWT	Hen	23036/1936	ex ?/1960 (Carries plate Grun & Bilfinge A.G. Mannheim)

The BLW compressed air loco 4065 is preserved in the museum, the remainder out in the open.

C.F. & I. STEEL CORPORATION, PUEBLO, CO.

Gauge 3' 0" (?)

This works has an extensive narrow gauge system for carrying ingots from the BOF steel plant. Only one locomotive was seen: 1 4wDX probably Whitcomb with centre cab and in orange livery.

FORNEY TRANSPORTATION MUSEUM, DENVER, CO.

Gauge 60 cm

This museum is largely devoted to cars, but includes an O-4-OWT reputedly built by Henschel in 1880. It carries a plate NR.7 on the cab front, has a full cab and Walschearts valve gear. A pilot, bell and diamond stack have been fitted since its arrival in the U.S.

The loco is said to have worked in Denmark, and was imported for a pleasure line on Long Island, N.Y. This never materialized, and it was shipped to Denver in 1965. Can anyone identify it?

COLORADO RAILROAD MUSEUM, GOLDEN, CO.

Gauge 3' 0"

The locomotives preserved at this location are widely known, but the collection of small exhibits has received less publicity. The building, an old station, includes an impressive collection of photographs, plans and documents largely on the narrow gauge railroads of Colorado. The basement houses a huge model layout operated at regular intervals.

About 26 examples of rolling stock from the D & RG, RGS, C & S, and F & CC are on display, and some operated in summer on about 250 yards of track with the title of Golden City & San Juan R.R. Locomotives preserved are:-

GC & SJ	318	2-8-0	BLW	14769/1896	Formerly D & RGW 318
D & RGW	346	2-8-0	BLW	5721/1881	
DL & G	191	2-8-0	?	?	under repair and restoration.
RGS	20	4-6-0	Schenectady	5007/1899	Orig. F & CC ex RGS
PyRV	4	2-8-0	BLW	/1904	ex. F.C. Mineral de Chihuahua 1972.
RGS Motor No 2		4-4-OPM	RGS	/1931	ex. RGS
GC & SJ	3	4wDM	Plymouth	5348	

HERITAGE SQUARE, GOLDEN, CO.

This reconstructed shopping centre in the style of an old west town has two items of significant railroad interest. The Railroad Company Restaurant, in the style of a station offers excellent food and a wide selection of suitable decorations.

At the platform stands 42 2-8-0 BLW 8626/1887 from the Rio Grande Southern R.R., coupled to three reconstructed cars and caboose fitted out for dining. The loco is still in operating condition.

The 2'0" gauge High Country Railroad, starts from the shopping centre and follows a 1 $\frac{1}{2}$ mile extended loop giving good views over the area. At one point it runs through a "snowshed" which can double as a loco/stock shed. The operating loco is 9 O-4-OT Henschel 24508/1939. Another similar Hanomag loco is stored at Boulder. 4 4wDM Plymouth 1935, formerly at Remington Arms Co., Louviers, Co., converted from 3'0" gauge, is also here. The rolling stock includes two semi open passenger cars, a closed car built by Sandley, a private car COLUMBINE and four 4w open wagons.

COLORADO CENTRAL NARROW GAUGE R.R., CENTRAL CITY, CO.

Gauge 3' 0"

The original C.C.R.R., opened to Central City over an impressive switchback up the mountainside in 1878, closed in 1931. The main line up Clear Creek canyon followed in 1941 and the roadbed is now mostly occupied by the road constructed about 1950.

In 1967 Lindsay Ashby and a few associates decided to reconstruct the line from Central City, and operations started over a $\frac{1}{2}$ mile track in 1968. The line starts from a station in the upper floor of an 1877 warehouse, and follows a route high on the hillside overlooking the town. Further extension is delayed until a trestle bridge can be rebuilt across Packard Gulch.

Preserved at the station is C & S 71 2-8-0 BLW 15142/1897, placed here in 1941. Operating locos are 4, a 3 truck Shay Lima 2835/1916 from the Camino Cable & Northern (orig. West Side Lumber Co.), and 40 2-8-0 BLW 1920 from the F.C. International of Central America, El Salvador, 1972. Both are oil fired, and fuel is stored in a former DRGW tank car. Passengers are carried in three semi open cars from the Black Hills Central R.R.

GEORGETOWN BRIDGE & LOOP RAILROAD, SILVER PLUME, CO.

Gauge 3' 0"

This line follows the C.C.R.R. route from a new station at Silver Plume over about $1\frac{1}{2}$ miles of the famous Georgetown Loop. It is owned by the Colorado State Historical Society and operated by the C.C.N.G.R.R.

Track construction by the U.S. Army and Navy commenced this year, and trains started operating on June 21st/22nd. Work continues to extend the track, but reconstruction of the Devils Gate Bridge 300' long and 75' above the river cannot be undertaken until sufficient funds are available.

The loco 44 2-8-0 BLW 1921 came from the F.C.I.C.A. to Central City in 1968. Work trains are handled by 15 BoBoDE GEC 1943, formerly on the Oahu Railway in Hawaii and obtained from the Camino, Cable & Northern R.R.

DENVER & RIO GRANDE WESTERN R.R., DURANGO, CO.

Gauge 3' 0"

The Silverton branch has had wide publicity for years, and a trip over the line is an experience of narrow gauge operation rarely equalled. We travelled on a packed train of 11 cars hauled by 2-8-2 478 which was overhauled last winter, and in first class mechanical condition though rather grubby externally. Traffic figures were stated to be 107,000 at the time some 10,000 up on last year.

Photographs on the line usually feature the "high line" above the Animas River, but the following 30 miles to Silverton, is equally spectacular.

The depot at Silverton, now owned by the local historical society and planned as a museum of local railroads, was badly damaged by dynamite on September 12th. Although the Sheriff is investigating the culprit has not been identified. A fund has been opened to carry out protective measures before the winter.

The historical society have a museum of mining in the area, which includes narrow gauge tubs and other equipment. The tourist information centre is Silverton Railroad caboose 17.

Isolation of the branch since closure of the Antonitoline led to changes at Durango. In 1967/68 the water tower and coaling plant were demolished, and a balloon loop laid to avoid reversing the train. Water is now taken from a stand-pipe and locos coaled with a tractor shovel.

In addition to 478, K28 class 2-8-2's 473 and 476 were on shed, and K36 class 481 and K37 class 497 in open store.

(Mike Swift 9 - 10/75)

(Tony Green 7/75)

CUMBRES & TOLTEC SCENIC R.R., CHAMA, N.M.

Gauge 3' 0"

In Colorado it is easy to run out of superlatives to describe the narrow gauge, but the C & TS is undoubtedly the most ambitious railway preservation venture in the world. The 64 mile route to Antonito uses loops and steep grades to surmount Cumbres Pass, 10,018 ft., is surrounded by steep rolling hills for much of the route, and includes a spectacular 10 mile section above Toltec Gorge.

Services operate weekends mid June to mid October, and Tuesday and Wednesday during July and August, with one train running out from Chama the first day and returning the following day. The company operate a fleet of buses to complete the round trip.

The line is owned by the States of Colorado and New Mexico, and leased to Scenic Railways, Inc. for 20 years from May 1972. The line lost money 1970-73, made 420 dollars profit in 1974, and with traffic around 24,000 in 1975 finances should be more secure.

Chama yards retain the narrow gauge atmosphere, with sidings full of stock, a small station, two road loco shed, coaling tower, and water tank. The train itself, 20 box cars fitted with plastic seats and plastic full drop windows, looks primitive from the outside but provides a comfortable ride, excellent visibility, toilet facilities and a refreshment car. An open gondola and gift shop car is added or detached at Cumbres Pass on each run.

On the last Saturday in September the train was filled with around 700 passengers, and K36 2-8-2's 483 and 487 blasted up the 1 in 25 grades to Cumbres in fine style. 487 dropped off here and 483 took the train forward to Antonito. The famous snow shed at Cumbres wye survives to indicate winter weather conditions here. The train makes a one hour lunch stop at Osier, a deserted spot where the only sound is the locomotive's air pump, ideal for a picnic or lunch at the station restaurant. For photographers a run past is staged at Big Horn Wye. The full trip takes 7 hours.

In addition to the former D & RGW 2-8-2's, three locomotives owned by Scenic Railways, Inc., are on the line.

T.T.C. & P.R.R.	5	2-4-2oc	BLW	58686/1925	ex Tahoe, Trout Creek & Pacific R.R., S. Lake Tahoe, Ca. 1974
	12	2-6-2oc	BLW	60690/1928	ex Hawaii (Dismantled)
C. & T.S.	19	BoBoDE	GEC	27538/1943	ex Oahu Railway, Hawaii

The T.T.C. & P.R.R. operated 1970-72, but because of land problems, was dismantled September/October 1974.

The C. & T.S. is operated by about 35 summer staff, assisted by volunteers. It has taken on a monumental task with limited resources and must be congratulated on its efforts. Unfortunately it was criticized in 1974 for operating short trips over the centre portion of the line with diesel 19, and these were dropped this year. A million dollars worth of stock has been offered, to provide funds for improvements. The enterprise deserves to succeed.

CRIPPLE CREEK & VICTOR NARROW GAUGE RAILROAD, CRIPPLE CREEK, CO. Gauge 2' 0"

This line was laid over two miles of the former Midland Terminal R.R. trackbed from Cripple Creek to Anaconda in 1968, and offers an excellent panoramic view of the mining district. Two trains normally operate from a wooden station where facilities include a water tower and storage siding. Trains are hauled to Anaconda and propelled back, passing at a siding just before the station. Train control is by radio telephone.

Locos are:

1	-	O-4-4OT	OK	/1902	ex Cia. Metalurgica Mexicana Penoles, S.A. Mexico, 1964
2	-	O-4-O	Hen*	/1936	ex American Railway Equipment Co., Hilliard, Fla. Originally from Germany
3	VISTA GRANDE	O-4-OT	Porter	7063/1927	ex Cia. M.M.P., Mexico, 1964
	-	O-4-4-OT	WB	/1947	ex Reynolds Bros. Ltd., South Africa, c.1974.

* The builder of this loco is in doubt, and may be OK 1905.

Locomotive Preservation

In addition to the operating lines and museums, many towns in Colorado have preserved locomotives.

IDAHO SPRINGS

Gauge 3' 0"

C & S. 60 2-8-0 Rhode Island 1595/1886 preserved with a passenger car on the trackbed of the Colorado Central R.R. in the town centre since 1941.

AMERICAN METAL CLIMAX INC., CLIMAX.

Gauge 2' 0"

This company has a small display area adjacent to the mines at Fremont Pass (11,313 ft.), which includes the shell of a 4wBE loco and several mine cars.

FRONTIER MUSEUM, SALIDA

Preserved in the open in front of the museum is 40 O-4-OST Porter 6999/1926. This originally worked at a local timber plant until it was presented by the Koppers Company of Pittsburg, Pa., 1953. It has just been repainted in black and silver livery.

PIONEER MUSEUM, GUNNISON

Gauge 3' 0"

This has a complete train of flanger, gondola, box car and caboose headed by D. & R.G.W. 268 2-8-0 cc BLW 6002/1882.

U.S. DEPT. OF RECLAMATION, MORROW POINT RESERVOIR, CIMARRON

Gauge 3' 0"

This spectacular preservation site is a girder bridge formerly carrying the D. & R.G.W. over East Cimarron Creek in the bottom of a deep canyon. The loco, D. & R.G.W. 278 2-8-0 BLW 6030/1882 stands on the bridge with a box car and caboose, and the whole consist was completely repainted this year. The loco includes such details as white "extra" flags, and canvas water bag on the tender.

The canyon is so deep that the sun rarely lights it, so photography is a problem, but gives first class impression of what the line must have been like in operation.

DURANGO CHAMBER OF COMMERCE, DURANGO

Gauge 3' 0"

Located alongside the main road north is the well known 315 2-8-0 BLW 14352/1895, in very smart condition.

ALAMOSA

Gauge 3' 0"

D. & R.G. 169 4-6-0 BLW 7028/1883 stands in a small park on the edge of town.

COLORADO SPRINGS

Gauge 3' 0"

Sister loco D. & R.G. 168 4-6-0 BLW 6670/1883 stands outside the station. The station itself is now a restaurant with a large collection of photographs and models. The plates have track printed around the edge, and a drawing of 168!

ABANDONED LINES IN COLORADO

Many former railroad grades in the State have been converted into roads, ranging from state highways which reveal little of their ancestry, to dirt roads or jeep trails with minimal alteration. Most of the dirt roads are passable in a standard car, with care, low speed, and steel nerves! The Denver, South Park & Pacific route to Alpine Tunnel is accessible from east and west. On the east side the route up Chalk Creek is a good dirt road as far as St. Elmo, now a ghost town looking like a western movie set. The station site exists and a couple of box car bodies survive. The west side is a rough road for 10 miles from Pitkin, where the station is now a summer cottage. The line climbs along the mountainside, loops and on a narrow ledge returns across the face of the Palisades, an almost sheer cliff. Two water tanks survive on the route, one completely restored by the Mile Hi Jeep Club. At Alpine Tunnel are the walls of the stone loco shed, collapsed boarding house, snowshed and turntable, and the complete station containing displays on the lines history. Considering that the railway closed in 1910 it is a surprising find.

The D. & R.G.W. line over Marshall Pass is also drivable, and at Sargents the station, water tank, and loco shed remains survive.

The Florence & Cripple Creek R.R. route through Phantom Canyon from Victor is passable in dry weather, and offers another example of narrow gauge construction in difficult country. However, the only tangible relic of the line is the Station at Alta Vista, once the marshalling yard for the Cripple Creek area.

BETHLEHEM STEEL CORPORATION, LACKAWANNA WORKS, N.Y.

Gauge 3' 0"

This plant has an extensive system to carry ingots from the open hearth shops to the rolling mills. Two types of locos are used, end cab 4wD (only 44 seen), and centre cab BoBoDE (61, 63, 65, 66 and 67 seen). Livery is orange, builder not identifiable.

SPARKS CENTENNIAL PARK, SPARKS, NEV.

Gauge 3' 0"

Former Southern Pacific "Slim Princess" 8 4-6-0 BLW 31445/1907, which has been preserved in Carson City since 1955 is to be moved to Sparks and thoroughly restored.

(Mike Swift)